

good the shortage in a few days and said it was a conductor's fault. "I suppose you have turned in the tickets," he said. The conductor looked at him: "Oh, no, sir. I lost the tickets. I lost the fare and am going to turn it in to you."

All this business is a thing of the past. Today conductors get few chances to produce tickets. They are now required to produce only the tickets punched at the depots in the small towns, and a far closer watch than before is kept on the tickets punched in the big cities. The numbers on the tickets sold for each train are charged against that train. If a man is charged with a ticket, the conductor is using it, that ticket is still charged against the train. If a man is charged with a ticket and the ticket is not turned in, the company is charged in the case. If a conductor should be charged with a ticket, he would be turned in to a friendly agent, unpunished, to make his accounts and would not agree with the agent's records, and he would be called